REGISTERED No. M 4345

MADRAS WAR REVIEW

A WEEKLY BULLETIN OF THE WORLD WAR

VOL. V FRIDAY, OCTOBER 22, 1943 No. 8

FIELD-MARSHAL SMUTS

ACHIEVED MORE THAN WE HAD PLANNED

THAT Russia after all this could stage such a come-back and keep it up remorselessly in all weathers, is one of the most amazing chapters of history. Our admiration for all this is unbounded but our high sense of Russia's service should not make us depreciate our own contribution. From El Alamein onwards, we, of the British Commonwealth, have done things on the battle-front which stand comparison with the contributions of any of our Allies

OUR bombing offensive is having the dimensions and effects of a large-scale additional front. The Germans have not only lost reinforcements of fifty or sixty Italian divisions—it may not be long before the bulk of them will be fighting on our side. I wish to say with all emphasis that nothing comparable or of greater importance has been achieved in this war

WE have already gone farther and achieved more than we had planned to do by next winter. We may confidently reckon on still further advances, especially in southern and south-eastern Europe, and by the coming winter we shall have closed in upon Hitler's central fortress of Europe and be making our dispositions for a grand assault by all arms next year

THAT assault will be our priority and while it goes on we shall be increasing our pressure in the Far East and taking all preparatory steps for the assault upon Japan which is our second priority. The fall of Hitler in the West will have far-reaching repercussions in the Far East and will probably facilitate and hasten the fall of Japan. The collapse of Germany may mark the beginning of a cataclysmic turn of events in the Far East and of the early ending of the war thereafter

FIELD-MARSHAL SMUTS, *African Prime Minister in a speech at Guildhall, London, on Tuesday (October 19)*

REGISTERED No. M 4565

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WAR AGAINST JAPAN!

"Before Pearl Harbour Japan had six and a half million tons of ships. Now she has less than five million tons. She continues to lose ships at the rate of 130,000 tons monthly.

Do not underestimate the tremendous nature of this operation of defeating Japan. All thinking people among us realize that the forces of Great Britain will be every bit engaged in it as we are against Germany now. The war against Japan is just as urgent, and just as serious as that against Germany. There can be no thought of our packing up and returning to peace footing until Japan has unconditionally surrendered."

—LORD SELBORNE, *Minister of Economic Warfare, in an interview in London* Star *on Tuesday, October* 19.

◆

JAP SHIPPING LOSSES

"Since Pearl Harbour 319 Japanese ships have been sunk. It is estimated that the Japanese merchant fleet had lost 75 per cent of its total tonnage since the outbreak of the war."

—COLONEL KNOX, *United States Secretary for Navy, said in a statement on Tuesday, October 19.*

"According to the latest information available, United States Submarines operating over the wide areas and carrying the war to the Japanese 'Home waters' have sunk 319 Japanese ships, have probably sunk 36 more and damaged 105 others since the Pearl Harbour."

—*The United States Navy Department Announcement on Tuesday, October 19.*

◆

NEARER THE GOAL!

"The face of the war has changed in a manner that even the most optimistic of us could hardly have hoped for. The great changes that have taken place, the outstanding victories of the Allied arms, have brought us very perceptibly near to the goal we are all so anxious to reach. And they have brought us perceptibly nearer, too, to the point at which the investigation and the solution of post-war problems is a matter of immediate and imperative necessity."

—HIS EXCELLENCY LORD LINLITHGOW *said in his address to the Chamber of Princes.*

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THE MOSCOW CONFERENCE

A fortnight ago, Lord Haw-Haw, in his weekly broadcast from Berlin, has reverted to the subject of Red bogey. He has been riding on this hobby-horse so long and so frequently that it seemed strange that he should have been less insistent on his special theme, of late. But there was news that Moscow was to be the meeting-place for Allied Tripartite talks. That meant that the red rag did not frighten the bull, that the Red bogey had not the desired effect on John Bull, or Uncle Sam. To attempt to talk of Allied dissensions when a conference was about to be held in Moscow to co-ordinate Allied strategy in war and Allied statecraft thereafter would seem ridiculous. So Lord Haw-Haw simply referred to the "menace of Bolshevism"—his reference was confined to a quotation from a recent speech of Goebbels—and refrained from his usual flamboyant verbiage.

BUT this does not mean that the Berlin transmitters of untruths and half-truths have imposed on themselves a vow of silence "for the duration"—of the Moscow Conference. That would be expecting too much of them, for if they drop out their main theme, they have nothing else to blow their breaths on. So on Friday last (October 15) they came out with a reference to the agenda of the Conference. Berlin said that Russia wanted to dominate over Europe and would not allow any discussion on that question, and added, "Neither the British nor the American Governments will move a finger to prevent Europe from being Bolshevised, even if they should be able to do so." The sting is in the tail; the attempt is to goad Britain and America against Russia by laying stress on their "helplessness."

Advance branding of Axis untruths

IT was with a view to preventing, if possible, the spread of mischievous rumours based on speculative reports that the Conference decided at its first meeting on Tuesday, to make known throughout the world that no communiques would be issued concerning the agenda or the discussions of the Conference until the end. *Reuter's* Diplomatic Correspondent says that this is "equivalent to branding all allegedly circumstantial reports or 'inside information' about the Conference as pure speculation or deliberate invention." He goes on to add, "Nobody imagines that this will deter the German propaganda from trumping up imaginary tales of dissension between the three partners in the Conference on subjects which, for all the Germans know, may not have been raised at all." The Correspondent observes that the propaganda front is the only remaining front, in which German leaders still cherish any hope of success. In his Guildhall speech on Tuesday, Field-Marshal Smuts, Prime Minister of the Union of South Africa, said, "Hitler is no longer fighting for victory, but for time for something to happen, perhaps some difference among the Allies."

Shortening of Hitler's propaganda front

EVEN this hope will be denied to him by the Moscow Conference. Just as Hitler's battle-fronts in North Africa, Russia, and now in Italy, are "shortening their lines," so also his propaganda front will have to cut down its length. For the stage is well set for an intensification of Allied unity and its effective fruition in co-ordination of Allied grand strategy with a view to bringing about an earlier termination of the war.

Main topic of discussion

NATURALLY therefore military questions are the main topic of discussion. *Reuter* says that British and American representatives are pleased with the results of the first full session held on Wednesday. A member of the British Mission said, "We are getting on splendidly."

YES, "Getting on splendidly"—that is what the Allies have been doing, and no amount of interested misrepresentation of their attitude or attempt at sowing seeds of discord or distrust is going to succeed. Not only militarily is there unity of a cohesive character, but politically also there is the fullness of sympathy and understanding—a sympathy and understanding that will endure long after the war becomes a bitter memory of the past.

"We must keep in step"

"DIPLOMATS," said M. Molotov, "must learn from soldiers who keep step harmoniously, and we also must keep in step." The Allies are keeping step, and the Tripartite talks will show how harmoniously this is being done. This harmony will intensify Berlin's headache.

THE Moscow Conference is the thrashing-ground of a comprehensive and co-ordinated strategy. Later will come the harvest of Allied victory. It will not be a random harvest, but a planned, expected and properly estimated harvest. Then there will be joy and great rejoicing.

RUNNING COMMENTARY

Mr. Amery on Food Shortage in India—Central Government's Difficulties

Mr. AMERY, the Secretary of State for India, has given a notable interview to the Political Correspondent of *The Sunday Times*, on the eve of Lord WAVELL's arrival in India as Viceroy. He has, in that interview, reviewed the Indian situation at some length and has referred in particular to the problem of food shortage. He points out that early in 1942 when the loss of Burma was imminent, the Government of India realized the dangers of a food shortage and launched a vigorous "grow more food" campaign. A number of inter-Provincial and State conferences were held with a view to stimulating Provincial Governments to prepare for any possible deficiencies of food supply, and also to induce provinces with surplus food to make it available for the deficit provinces. There were certain difficulties in the carrying out of this policy, as under Provincial Autonomy, Ministers directly responsible to electors and with strong local outlooks concerned themselves with the interests of their own provinces to the detriment of those of others.

"Nevertheless, it can be said," says Mr. AMERY, "that despite the loss of Burma rice for India, the policy in a large measure has succeeded. While a difficult and anxious situation has continued to exist over large parts of India, there has been nothing in the nature of an acute shortage, or an actual famine except in a few limited areas more particularly in certain parts of Bengal, where cyclones and floods destroyed the crops and caused local shortages, and in Calcutta to which destitutes of the whole province have been flocking. The position in Bengal is still grave, and needs not only all the energies of the Provincial Government in combating it, but all help which the Central Government and the British Government can give."

* * * *

Attempt to make Political Capital out of People's Suffering

Mr. AMERY's summing-up of the position gives the real state of affairs. Highly exaggerated and coloured accounts have sometimes appeared in the press with a view to making political capital out of the people's suffering, and it is important that the extent of the problem should be understood in its proper perspective. It has been openly stated in some quarters that the present famine situation in India is a direct result of British rule, but it may be pointed out that in Bengal, which is the province most seriously affected, a purely Indian Ministry responsible to an Indian legislature is in power. As a London journal points out, it is most reprehensible to make political capital out of so grave a disaster. No one denies that the food problem, which has become an essential part of the country's war effort, is the most serious issue that now confronts India, and that an issue of such magnitude has never perhaps arisen before in India. During the war of 1914–1918, there was no such problem, and even during the present war, there was no food problem in the present urgent sense of the word, up to the entry of Japan two years ago. But the food problem has assumed the dimensions of a crisis owing to a combination of causes, of which, psychologically and materially, the Japanese occupation of Burma is the most important.

* * * *

Foodgrains Policy Committee's Analysis—Causes of Crisis on Supply and Demand Sides

These causes have been examined by the Foodgrains Policy Committee which was set up by the Government of India to examine the past policy and present position. In its report which was recently published and was very well received the Committee has analysed the position as follows :—

"The food crisis has been accentuated on the Supply Side (i) by the fact that certain normally deficit areas (Bombay and Malabar) have been deprived of a disproportionately large part of their normal supplies by the cutting off of Burma imports, (ii) by the reduction of normal supplies (and the destruction of stocks) in the normally surplus districts of Bengal, due to the cyclone of October 1942, and by the wide-spread disease in the *Aman* paddy crop of Western Bengal."

On the Demand Side, the causes that have led to the present situation are (i) an adverse supply situation in Bengal, (ii) an adverse psychological situation, on account of the proximity of the province to the War Zone, (iii) a diminution in the relative magnitude of the marketable surplus, due to increased holding and increased consumption by the cultivator who, in the depression period, was probably eating less than was requisite for full efficiency, and (iv) some withholding from the sale of available stocks for "investment" and "black market" reasons.

The Committee has suggested certain remedial measures regarding increase of supplies relating both

A SINGING SEASON

By R.G.

Comes again a singing season . .
What shall be the echoing song ?
Shall our strain lament man's treason ?
Shall it rage against unreason,
Stutter, whine, hiccup and wheeze on
Themes of ancient grudge and wrong ?

When the flames have sunk to ashes
And the bitter root decays,
When the hand of Nature splashes
Careless colour on earth's gashes
And the human river flashes
Sparkling through the better days,

Let us still remember singing
Bravery, skill and purpose high . .
Boys who through the wide air winging
Brought hope back, the gauntlet flinging
In the tyrant's face and wringing
But of nothing victory . .

Girls who turned to lathe and spanner,
Plough and boat and press and gun,
Left their homes and unearned manna,
Raised their courage like a banner,
Cried, but made the cry Hosanna,
Gay and gallant every one ;

Let us turn our thoughts and faces
To the sun and cleansing air,
Leaving in their graves disgraces,
Shame and muddling in high places,
Lost ideals and unrun races,
Flabby thought, neglected care.

Comes again a singing season
As the blossom to the tree.
Malice yields to armoured Reason,
Courage conquers two-faced treason,
Hope breathes like a springtide breeze on
Thawing land, subsiding sea.

Victory's world will still need mending,
Shattered by the stormy years.
Victors to the labour bending,
Waif and woebegone befriending,
Let a fount of song unending
Wash away the blood and tears.

to imports from and exports to overseas, and to domestically grown foodgrains. It lays down the principle that, "for the duration," India must cease to be a net exporting country and must become a net importing country. This position was more or less anticipated by the Government of India three months ago, for they announced in a press note issued on July 23, 1943, that "In view of the gravity of the rice position in India, the Central Government find it impossible to undertake, until further notice, further exports of rice from India." As regards imports, the Committee urges the Government to press for imports of 1½ million tons for the first year and 1 million tons per annum thereafter, this being the average annual net imports of the last five years.

* * * *

Britain diverts Supply of Cereals to India—Mr. Amery on Shipping Position

As far as the British Government are concerned they are doing everything possible to relieve the situation. Lord WOOLTON, Britain's Minister for Food, announced a fortnight ago (October 5): "His Majesty's Government has arranged for supply of cereals to be diverted to India." An immediate allotment of shipping space was made for import of substantial cereals to India. Britain's attitude towards the food problem in India was further made clear by Mr. AMERY in his interview to the *Sunday Times* Correspondent a few days ago. The Secretary of State for India said:

> "As for the British Government, the help it can give is conditioned entirely by the shipping position. It is not a question of man-power, or of finding the necessary grain and other foodstuffs. It is entirely a question of being able to divert the shipping from the urgent tasks of military operations, to which it has been assigned."

Mr. CURTIN, the Australian Prime Minister, has announced on October 5 that foodgrains from Australia will be made available to meet India's urgent needs. Bengal particularly stands in need of urgent relief. His Excellency Sir THOMAS RUTHERFORD, Governor of Bengal, who was formerly Adviser to His Excellency the Governor of Madras, in a broadcast from the Calcutta Station of the All-India Radio, said on October 8:—

> "We calculate that, if we can get 250,000 tons of some kind of foodstuffs from outside in the next three months, we may turn the corner—and there seems to be a fair prospect that we shall; of that, 70,000 tons only will be rice, and so many of you must reconcile yourselves to a temporary change of diet."

Last month (September) Bengal received 89,000 tons of foodgrains.

* * * *

Problems of Procurement and Distribution—Gregory Committee's Proposals

The Gregory Committee's Report to which we referred earlier—the Committee was presided over by Sir THEODORE GREGORY, and it consisted of official and non-official members and four representatives of Indian States—was being considered by the Food Conference in Delhi. One of its very important proposals is the creation of a Central Foodgrains Reserve of about 500,000 tons. Such a reserve will be greatly useful in enforcing adequate price control, and its mere existence would greatly facilitate procurement. The problem of procurement is inextricably connected with that of increasing the supply of such goods which are needed by the cultivator. The Gregory Committee attaches much importance to this problem. It lays emphasis on the fact that every effort must be made to increase the supply of such goods and that the problem should rank next to the problem of munitions supply. The Committee has discussed the two alternatives for tackling the problem of procurement, viz., compulsory acquisition at a fixed price, or increasing the inducement to the cultivator to sell—and has come to the conclusion that the latter alternative should be preferred.

The distribution of foodstuffs is a big problem by itself, and the most helpful suggestion that the Committee has made is that of introduction of rationing for those of India's towns with a population of a lakh and over. This suggestion has already been accepted by Government, and rationing has been introduced in all cities and important towns in India.

* * * *

Central Control of Prices suggested—Where "Centre" should have "the last word"

Control of prices was another important question discussed by the Committee, which feels that there is a strong case for Central control over statutory prices. The Committee has also expressed the view that the Centre should have "the last word" in regard to price-changes, allocation of supplies, the management of the Central Foodgrains Reserve, any conditions laid down for rescue or special assistance operations, and details of administration.

In regard to the food problem as a whole, one fact should be clearly recognized: that the present crisis is not caused by an absolute decline in the volume of internal physical production. On the contrary, there has been an increase of some 85 lakhs of acres in respect of *Kharif* crops and wheat, but still Bengal's problem is no doubt a difficult one. Its capital, Calcutta, has a population equalling 1/15th of the whole Presidency and the City itself produces no food. As regards rural areas in Bengal, where serious malnutrition and shortage of food may be equally great, the remedy is imports of rice from other provinces, and this is being done as expeditiously as possible. In August 138 waggons of foodgrains daily reached Bengal, and in September, for the first twelve days the average increased to 206. Public co-operation and Governmental effort are both directed to an early ending of the present distress and suffering in Bengal in particular, and the present state of crisis in regard to the food problem in India as a whole.

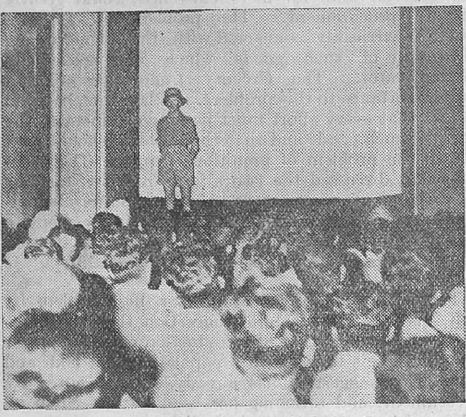
MAN-MADE AND NATURAL!

"Despite the increased acreage which is now under cultivation, the amount of foodstuffs available per head has, in consequence of the vast increase in population, remained practically stationary from year to year. . . Should anything occur to disturb the normal flow of trade between the small farmer and the great urban population, a man-made artificial famine is at once created, a famine quite distinct in every way from that caused by the failure of crops over which mankind has little or no control. At the moment, Bengal is enduring both forms of the disaster—man-made and natural."

—LORD MUNSTER, *Under Secretary of State for India in reply during a debate in the House of Lords on Wednesday, October 20.*

I.A.F. TRAINING CENTRE IN SOUTH INDIA

IMPRESSIONS OF A VISITOR



Indian and British N.C.O. instructors initiate their recruits into the ways of Service life. Here is a class listening attentively to a lecture held in a large room used later in the day for their entertainment, as a cinema.

THE Indian Air Force, the youngest fighting service in the Empire has very appropriately been described as "something of the New India." Ten years old, and closely modelled on the Royal Air Force, it is now emerging into a sturdy adolescence.

When the Indian Air Force was formed in April 1933, the number of personnel required was small. During the past two years, the rapid expansion of the Indian Air Force has meant an increased demand for more officers and men. This has meant the building up of an adequate training organization to cope with the needs of a bigger service.

At the initial training centre for South India, which I visited the other day, I saw hundreds of youngsters receiving instruction, in a new way of life—Service life which holds promise of a bright and secure future. Here they learn discipline, the meaning of true comradeship and pride in Service.

A NEW IDEA

A new idea which has just been adopted is the institution of an educational wing, the Commanding Officer revealed. It was often found, he said, that recruits, although physically fit, did not quite make the grade when it came to the education test. These lads were not now being rejected, but were given a short course in educational subjects. Most were then able to pass the test and embark on their initial disciplinary training. Almost without exception, recruits were eager to learn and pass out of the centre with a good record.

Recruits pour into the centre from all over South India, from the biggest towns to the smallest villages. On arrival, they are medically examined—heart, lungs, hearing, eyesight . . . all are carefully checked. Then they pass to an education officer who tests them in English and Mathematics, a knowledge of which is necessary before entry to the Indian Air Force can be obtained. Next comes the issue of uniform and equipment, which cover all the needs of the newly joined recruit.

The centre is really a self-contained township, set in rural surroundings, yet with many of the amenities of normal city life. Good food, comfortable dormitories and dining rooms, lecture rooms, well-stocked canteens, ample space for all kinds of sports, and even a cinema where, for a small charge, Indian and European films can be enjoyed.

On the drill grounds British and Indian N.C.Os., in a few weeks, straighten drooping shoulders, broaden and expand flat chests and generally develop in the new-comers to the Service a smart and erect bearing. Their good work is augmented by numerous facilities for outdoor sports and pastimes.

IN THE LECTURE ROOM

In the lecture rooms trainees listen attentively to their instructors explaining simply and clearly the finer points of Service conduct, of drill, saluting Indian Air Force administration, mathematics, gunnery, navigation, and many other subjects vital in the training of India's future airmen.

Here the foundations of a youth's career in the Indian Air Force are laid. Then he passes to instructors at specialist centres who fit him for one of the many branches of the Indian Air Force.

Airmen who show ability and powers of leadership are selected for commissions. This is not a matter of seniority; they may be selected at any stage in their careers. A considerable number of airmen have already been commissioned. Success depends entirely on ability.

The Indian Air Force not only teaches young men to be pilots and observers, but also for trades which will qualify them for well-paid technical posts in or out of the service.

The absence of religious and communal prejudice and the happy relations between officers and men combine to make it the Service which represents the India of the future.

Tiffin time: There's no need to sound the tiffin whistle twice to get these boys to the dining hall with their plates and mugs. Plenty of open air exercise produces healthy appetites; the khansamas produce clean and wholesome food to satisfy these appetites.

TRIBUTE TO MADRASSI SEPOY

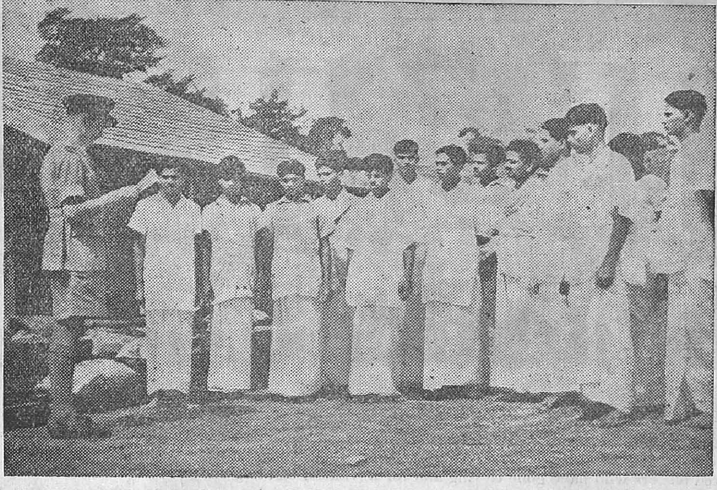
To the Madrassi (South Indian) Sepoy, soldiering is as much a matter of pride and pleasure as it is to his northern cousin, the Punjabi. He not only is interested in learning the arts of war but is also keen to live as a happy and healthy man.

The camp of a Madrassi Company in a training battalion in the United Provinces is adjudged the best in regard to healthy and clean living. Entering a gateway covered with flowers and creepers, one sees two rows of tents neatly pegged, flanking a gravelled roadway hedged by flowers of various hues. The tents are separated by well-laid flower beds and the entire area enclosed by a fencing of attractive plants. Conscious that healthy living makes better soldiers, every one took a share in building this "garden town".

Of a cheerful disposition, and ever willing to help others, the South Indian is popular with his comrades-in-arms. He possesses better knowledge of English than his equivalent from the north and is consequently more suited for employment in units of the Indian Army Medical Corps, or the Indian Electrical and Mechanical Engineering Corps.

"One-third of our Nursing Orderlies come from the south," proudly said the Commandant of an I.A.M.C. training centre in the United Provinces. "They take a genuine interest in their work and are always willing to learn."

INDIAN AIR FORCE TRAINING CENTRE

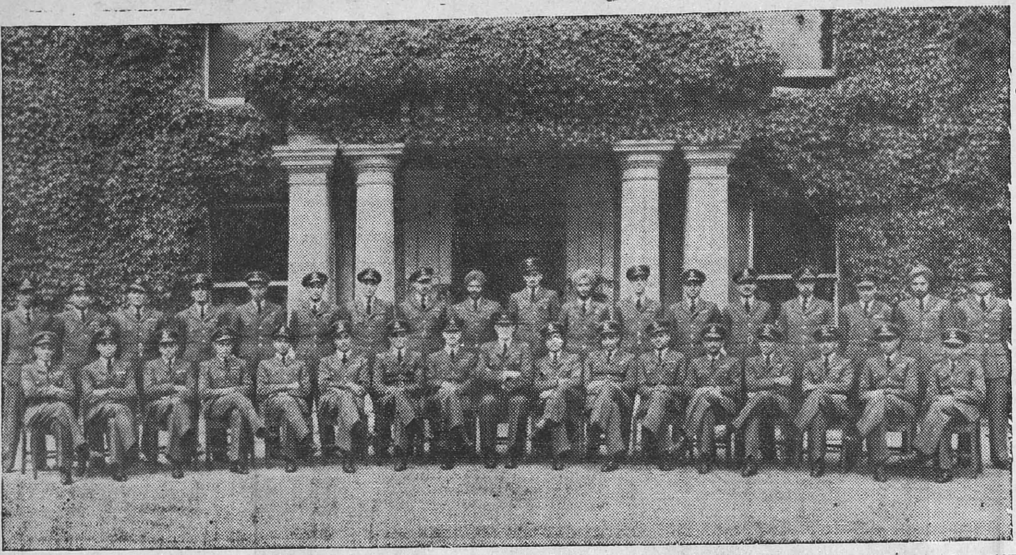


The Officer Commanding the Reception Centre talking to a batch of recruits just arrived. He takes a personal interest in the well-being of all newcomers to the Service and has a re-assuring word for them before they are shown to their new quarters.

Every recruit is fitted out with uniform and kit for all his immediate needs. This visit to the equipment stores means goodbye to civilian clothes. Here are a batch of newly kitted recruits having their uniforms checked for size and fit.

Pride in personal appearance, cleanliness and tidiness are among the first lessons. Note the smart bearing of these recruits after only two weeks' training, and also the trimness of their dormitory. The Orderly Officer here seen speaking to one of the men is well pleased with the newcomers' progress.

INDIAN AIR FORCE OFFICERS IN ENGLAND



This picture of Indian Air Force officers who have gone to England for advanced training shows :—

Left to right (front row).—*P/O A. Bhawnani*; *P/O R. S. Kalyaniwala*; *P/O A. L. Bary*; *P/O I. N. Skivaruri*; *P/O I. H. Latif*; *P/O K. Parkash*; *P/O V. J. Billimoria*; *W/CDR. S. R. Clark*; *G/Capt. J. C. M. Hay*; *S/LDR. R. H. D. Singh*; *P/O B. S. S. Bedi*; *P/O S. K. Nandi*; *P/O M. M. Crishna*; *P/O C. A. Starr*; *P/O G. Vargese*; *P/O K. M. David*; *and P/O A. R. Ravivaram.*

Left to right (back row).—*P/O K. S. Rajgopalan*; *P/O C. G. Davashar*; *P/O C. D. Subia*; *P/O C. J. Mendeza*; *P/O A. S. Latif*; *P/O A. V. Samsi*; *P/O E. D. Rollo*; *P/O U. K. Nair*; *P/O K. S. Taunque*; *P/O Z. A. Shar*; *P/O G. S. Paul*; *P/O P. H. N. Katrak*; *P/O N. K. Srivastava*: *P/O R. M. Saeed*; *P/O S. K. R. Bhatt*; *P/O M. L. Vatal*; *P/O G. S. Kohli and P/O M. B. Naik.*

R.A.F. IN INDIA "GO TO IT"

ACTIVITY DURING MONSOON

By WING COMMANDER L. V. FRASER

As the monsoon ends, the Royal Air Force in India prepare to intensify their operations against the Japanese in Burma. This quickening of the pulse does not mean that the Royal Air Force have been inactive during the last few months, for since the end of the last monsoon Royal Air Force achievements have been considerable. They have had two main objectives—to prevent the Japanese from using bases in Burma for attacks on India, and to prevent them from exploiting Burma for the benefit of their general war effort. Both have been achieved in close co-operation with the United States Tenth Air Force. A subsidiary but highly important tactical role has been close support of the Army in the Arakan campaign.

At the beginning of the winter the Japanese started night-bombing the big cities of Bengal. They started with five raids on Calcutta during Christmas week, when the maximum number of aircraft taking part on any one night was eight. Material damage was slight. They returned on January 15, when their entire formation of three aircraft was destroyed in five minutes by Allied night fighters. On January 20 two more were destroyed and a third damaged out of a total of four. The Japanese have not been back since. The only raids on Indian soil since that time have been raids on airfields in the battle zone. India itself has been made secure from air attack.

As part of this strategy, Allied medium and heavy bombers attacked enemy airfields by day and night and pushed Japanese bombers squadrons back from their forward landing grounds. Of these, Magwe was one of the nearest to India and one of the most important. Docks at Akyab and Rangoon were attacked regularly, Akyab mostly by the Americans. Thus the Allied air chiefs ensured that no seaborne assault on India could be mounted unobserved. They ensured also that the maintenance of the Japanese occupation forces was made as difficult as possible.

FOUR MONTHS' HAUL

By unremitting attacks on the enemy's lines of communications, the Royal Air Force and the United States of America Air Force have made it difficult for the Japanese to bring much material into Burma. Certainly they have stopped him from taking a great deal out. Oil wells and refineries demolished before the evacuation of Burma have been bombed and shot up regularly. Railways, river steamers and sampans, motor boats and every other form of transport have been harried unmercifully both in and out of the monsoon. Total destruction from May until the end of August by Beaufighters and Hurricanes alone was 1,620 sampans, 43 steamers and barges, 683 other craft, 45 locomotives, 510 waggons, 125 transport vehicles and 18 factories.

In the middle of May, when the Japanese advance in Arakan stopped and enemy lines of communication were at their limit, the Royal Air Force and the United States of Amercia Air Force went out in special operations against these lines for three days and nights. By this time the bulk of the Japanese air force had been withdrawn, and there was little opposition. In these three days 53 transport vehicles were destroyed or damaged. Fifteen barges, 15 steamers and more than 200 sampans were also destroyed and damaged. Too late, the Japanese brought their bombers and fighters forward from Thailand and further back in Burma. They were spotted by reconnaissance aircraft, and the Allies did not oblige them by continuing the operation. The Japanese fighters had nothing to do. Bombers made a retaliatory raid on the Chittagong airfield, and lost seven aircraft destroyed and six damaged. They made another attack on the Chittagong airfield on May 29, and lost six aircraft destroyed and two probably destroyed. Three were damaged.

SCOUTING THROUGH THE MONSOONS

That marked the end of the enemy's air activity. The Royal Air Force, on the other hand, has continued to scout over the enemy's roads, rivers and railways in Burma throughout the monsoon. Beaufighters and Hurricanes particularly have given him no respite. His troops have been bombed accurately by Vengeance dive-bombers, which in this thick jungle country have proved an accurate and powerful weapon. Since they started operating on May 13, Vengeance dive-bombers have flown

The Commander-in-Chief of India inspecting officers of an Auxiliary Pioneer Battalion.

nearly 300 sorties without the loss of a single aircraft. One Vengeance pilot after attacking a building at Akyab said that he "dived down and passed the house going up."

Both strategically and tactically the Royal Air Force and the United States of America Air Force imposed their will. They maintained a favourable air balance over the borders of India and the Arakan battlefield, and struck over the whole of North Burma as far south as Rangoon. Since last monsoon the Japanese have lost 107 aircraft destroyed, and many more have been damaged so that they are unlikely to have reached their bases. In that time the Royal Air Force have lost 95 aircraft; the pilots of 18 were saved.

A novel feature in this theatre of war has been the outstandingly successful dropping of supplies to the ground forces by Royal Air Force transport squadrons. This technique has been developed with great success by one squadron in particular. From 190 tons in January this squadron has increased its supply dropping to 760 tons in July, mostly to friendly tribesmen in the interior and on isolated army units like the famous Wingate expedition.

Now behind the front line an immense organization of airfields and maintenance units has been built up well out of range of the enemy's. French squadrons now resting and re-equipping in Southern India are ready and eager for battle. The stage is set for longer raids by heavy bombers into the Burmese hinterland and into Thailand. Vengeance aircraft are pouring into India with streams of modern fighters and bombers. On September 15, Air Chief Marshal Sir Richard Peirse told his men, "Let's go to it." They have been going to it all through the rains. Now they will go to it literally with a Vengeance.

IN CALIFORNIA

The Army Air Corps is noted for rapid promotion of young officers. A sign over the officers' club bar in a Californian camp reads: "No lieutenant-colonels of the Army Air Forces allowed at the bar unless accompanied by their parents."

Sepoy Zawal Uddin, Garuzi Village, Kohat District, of the 13th Frontier Force Rifles, who rescued an Indian Air Force pilot from his aircraft when it crash-landed and burst into flames. The accident took place during recent army exercise in South India.

W.A.C. (I)

By MRS. MONA HENSMAN, *Junior Commandant, W.A.C. (I), Madras.*

MRS. MONA HENSMAN

WOMEN all over the world are interested in their country and in everything that happens to the people of that country because they have to plan for the future of their children and grandchildren. Up to this time, women have devoted themselves to the home and to various professions like teaching, medicine, nursing and helping in business offices, but even in war time women's place has been very much apart from the men. Now that India is at war, she must use all her resources, and especially her *woman power*, and the work we are called upon to do is complimentary to that which is already being done by our men. We are a regiment with a single purpose. The more efficient our work, the more efficient the soldier we release for the front.

When the W.A.C. (I) started in April 1942, a way was shown to all the women of India as to how they could help the country in her time of need side by side with the men. Brothers, husbands, uncles and cousins had gone out to serve in the ranks or were leading regiments, working in the Navy or using their efforts in the Air Force. It was only natural for women in India—European, Anglo-Indian and Indian—to come together on a basis of co-operation and mutual trust and confidence under the Chief Commander, Lady James, and the Patroness of the W.A.C. (I) in India Her Excellency the Vicereine.

It is obvious that it is not only the woman who wants to work for her living or who is in dire necessity for food and clothing who would join the W.A.C. (I). A great many of the workers in this Organization are women and girls who are already provided for in many ways by their parents or guardians, but who long to give service to their country and who use whatever training they have in the service of their country. The older group—if we may call them so—has to take the place of the Platoon Commander, the Quarter-Master, the Mess Sergeant and the Recruiting Officer, because it needs a certain amount of experience of life and maturity of years to handle the problems that come up in these particular avenues of service, but the W.A.C. (I) is significant in having opportunities for the young girl who can give her best and can make the best of her life in the various office duties that open up before her—attached to Military Units or to various branches of the fighting forces. It is no easy task to promise to work eight hours a day and to give conscientious and persevering service in spite of monotony or the other attractions that open up to young girls at this time. The W.A.C. (I) personnel are known to be careful, cheerful and honest workers, who keep continually the good of their country at heart and preserve the principles of security that go with their present profession.

One of the commitments of the W.A.C. (I) recruit is that her service must be promised for the duration of the war and as long after as her services are required. I find that girls most willingly promise to give their lives to the W.A.C. (I) for this period, but it is the parents—the fathers and guardians—who over-emphasize perhaps the dread of committing their younger relations to a service which will continue for an indefinite period. Once in the W.A.C. (I) no girl who has seriously offered her services should wish to resign except for reasons of health or something particularly vital to her future welfare.

TERMS OF SERVICE

The terms of service are two-fold. Those who live in cities or places where W.A.C. (I) personnel are operating, can join any arrangements to stay in places approved of by their Platoon Commanders, and they get to their work daily and are free to go home after their duties are completed, but all work in the Army cannot be done on this daily basis. We require shifts and changing duties and, therefore, many of our girls have to be on general service terms living in hostels under the care of a Platoon Commander and Mess Sergeant, and food and lodging are provided for them in addition to their pay. General service terms seem more attractive than local service terms because the girls have the chance to travel, to know India at first-hand and to know what in India is worth preserving, and financially also, because their pay is more in the nature of an investment for themselves, but the general service people have to be willing to be transferred anywhere they are needed, and the local service girls have the promise that they will not be transferred except at their own request, and every effort

"THE FORCES LOUNGE," BANGALORE

"All that can be done to make happy the lives of men on leave, far from home and family is to the good" said Lady Beresford-Peirse, wife of the G.O.C.-in-C., Southern Army, when she opened "The Forces Lounge" at 1, Commercial Street, Bangalore.

The Lounge has been presented by the Bombay Tailoring Company. It is entirely for the convenience of British troops in Bangalore. It is fitted with comfortable chairs, tables, writing desks and quiet games. Current magazines and periodicals are supplied.

Congratulating the organizers, Mr. Fred Harvey and Mr. John Spiers, Lady Beresford-Peirse said that the lounge which was in the middle of the shopping centre of the town would fill a long felt want. Troops could use it as a convenient place of call as they did their shopping, could write their letters there, and also get information and guidance about their purchases. The Bombay Tailoring Company, she said, had given Rs. 200 for equipment and the loan of the furniture. Other local merchants who had assisted were Messrs. Chandran, Davidoss, and the Green Shop.

Others present at the opening were the Collector of Bangalore Mr. F. W. A. Morris, Mr. A. E. Drake (Secretary to the Hon'ble the Resident of Mysore) and Mrs. Drake.

The "Road Show Band" gave a musical programme and there was a good attendance of troops.

The lounge is open each day from 10 a.m. to 6-30 p.m.

will be made to post them to the place of their choice, so it is worth their while to provide their own food and lodging in order to live with their parents or friends. All matters of discipline, payment, transfers, etc., are in the hands of the Platoon Commander, and I think that this is a very good plan because it means that the Platoon Commander keeps in constant touch with the girls and all their problems are brought up and settled by a woman officer.

Women with qualifications such as Stenographers and Typists provided they pass the necessary trade test, start on a pay of Rs. 120 and Rs. 100 respectively. These are urgently required. No one can now expect the immediate award of a commission and every W.A.C. (I.) must expect to start in the ranks and may work her way up into the official grade. Promotion is made strictly on merit. The W.A.C. (I.) knows no difference between community, race, caste or creed.

A uniform allowance of Rs. 140 is allotted to each recruit when she joins service, and her Platoon Commander sees to it that all the necessary details of dress are provided out of this money, so that no girl has to spend out of her private allowance for her uniform. A special allowance is given for winter clothing and a certain amount is alloted every year to each W.A.C. (I.) recruit for renewal of uniform. Army rules permit W.A.C. (I.) personnel to wear uniform when on duty, but when this is over, girls can wear their own pretty clothes and go about as they choose.

Every recruit has to pass a medical examination. Provision is made for a qualified lady doctor to examine recruits. Each recruit has a Medical History Sheet and treatment, injections, vaccinations, etc., are given to her free, whenever it is considered necessary.

In the hostels the girls are comfortable and very well looked after. They are allowed out as much as possible, but there are rules also that have to be kept.

Leave is granted as for Officers and B.O.Rs. in the Army in India, but if the husband of an Officer or Auxiliary returns from overseas service, Special War Leave up to a maximum of 31 days will be granted, even though no leave is due to the applicant, but no additional travelling allowance will be granted.

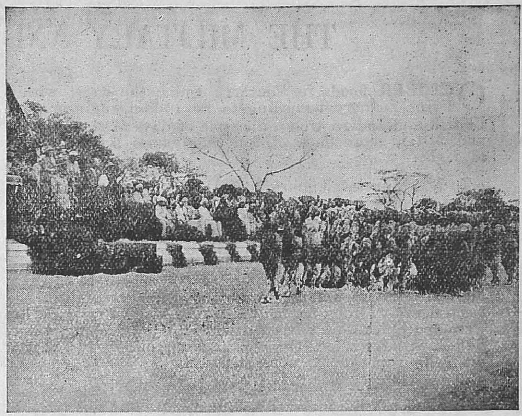
If a husband or relation on whom the auxiliary is dependent is transferred to another station, the auxiliary may be transferred also. (On General Service Terms this only applies if exigencies of the service permit.)

W.A.C. (I.) work needs strength, ability and skill and the age-limits set for recruitment are perhaps the most elastic for any woman's service—the age being 17—50 years. The minimum qualification in this area is the equivalent of an S.S.L.C., Matriculation, High School or Senior Cambridge pass, because our recruits have to take the place of the British Soldier who has been called away to other duty. A high standard of written and spoken English is, therefore, absolutely necessary for all army work. Other qualifications for service especially as typists (30 words per minute) and also telephone operators.

GO FORWARD!

There has been, and always will be a great deal of talk about the advancement of women and progress of civilization and platform speeches and propaganda always have their good side, but the W.A.C. (I.) is busy putting into practice what every such reformer preaches and that is giving a good example of what women can do and the direct opportunity to all those who have been trained in colleges and schools or through the various experiences of life to take their place and to help their country in a way that needs no comment but is in keeping with the traditions of the best in Eastern and Western culture. The Commandant-in-Chief, Her Excellency the Marchioness of Linlithgow, in her inaugural broadcast says:—

> "In ancient times you in India have had your warrior women as we have had in Great Britain, and many are the tales told of women's courage and endurance. The same blood still runs in the veins of the women of to-day, and it must not be said that we are either unable or unwilling to emulate our sisters of the past.
>
> I have faith in the women of this country. Let us go forward, you and I—let us show the world that the women of India are second to none in their determination to withstand the invader at whatever cost."



Madras W.A.C.'s marching past before His Excellency the Governor.

INNER WALL OF DEFENCE

We need more and more women—not only those who would work or take up professions—but also those who feel the urge for service and can express themselves best in that way at this time. Around the shores of India stand the men with the guns—the *outer wall* of defence. And behind this wall must stand the *inner wall* of defence —the women of India. Every woman who "falls in" to fill a gap in the Inner Wall—every W.A.C. (I.) releases another man to step forward to the Outer Wall, for active service. You can be proud of your Corps, proud of your uniform, proud of your job. By the end of the war and the new world to which we all look forward, there will be an inner wall of girls who have served their country and are trained to carry on work after the war in various ways and, above all, to bring the best that they have to India, Britain and the world.

MILITARY PERSONNEL AND TRAFFIC RULES

Several letters from both pedestrians and car-owners have appeared recently in the Press on rash driving by Military Personnel. These letters state that Army vehicles appear to be exempt from traffic rules, and their authors ask whether or not this presumption is correct.

Military personnel are in fact *NOT* exempt from any of the traffic rules to which civilians are subject. Army drivers have explicit orders to conform to traffic rules. A recent order draws the attention of officers and soldiers to 'the urgent necessity for careful driving; and for adequate punishments in all cases where a charge involving rash or negligent driving is proved.'

The order stipulates further that in the event of 'an accident causing injury to any person, a military driver will take all reasonable steps to secure medical treatment for the injured person,' that 'he will give on demand to a police officer, any information required of him' and if no policeman is present that he 'will report the circumstances of the occurrence to the nearest police station as soon as possible.'

Regulations for Military drivers are in fact sterner than those for civilians, and penalties for violation of traffic laws, more severe. Rules for night driving are more stringent than those for day driving.

Military authorities are anxious that these rules should be implemented. But before any action can be taken against an offender, particulars such as the number of the offending vehicle, the approximate time and place at which the offence was committed must be forthcoming.

Evidence of this sort will be acted upon immediately by the authorities concerned and the appropriate penalty enforced. All complaints should be forwarded to The Brigadier, Sub-Area Headquarters.

THE MILITARY AND THE RECENT FLOODS

OCTOBER floods in Southern India, the worst within living memory according to an Indian engineer gave British and Indian troops a couple of days of sheer misery and a few more days of fun and games setting things to right.

Inches of rainfall quickly filled the giant water tanks, all of them acres, some of them square miles in extent, and water intended to irrigate the crops soon broke the holding banks and washed away road, houses, tents, equipment, lorries, and even moved a tank or two.

In some cases a wall of water ten feet high hit a camp and one Indian ambulance unit had its fortnight's pay washed away strong box as well. Thrifty Madras orderlies were too quick to let it go down with the rushing water, but days later when the commanding officer was paying out, the rupee notes were still wet.

It was remarkable how the shops in the little villages and small towns continued to function, and Indian troops still found places to spend their pay.

Breaks were sudden, little warning was given, but officers and men parted from their units showed great determination in rejoining, and in the majority of cases succeeded.

At one headquarters the whole of the officers kit, mess furniture, and much stores were swept away. One officer was left with two left boots, and in villages miles downstream astonished peasants were dragging chairs, tables, shorts and bush shirts out of the water.

The vast majority of this particular kit was returned.

Two officers trying to rejoin their unit got stuck in their truck on a road where the water was racing across at a depth of four feet. They got out, the truck and both officers were swept away by a sudden gush. Fortunately the officers were able to cling to a bank and were rescued after being marooned for three and a half hours.

COULD MONKEYS SWIM?

British troops were holding bets as to whether monkeys could swim and a Gunner Regiment formed the decided opinion that once daylight came and the warm sun came out the monkeys enjoyed the water. "Diving down for our tins of bully beef they were," said one gunner. "Aye, and opening them with their tails in the treetops," another finished for him.

Many units salved their equipment in water which swirled round their necks. One battery of gunners did a magnificent piece of work, getting their guns to high ground by drag ropes and losing nothing.

The famous Madras Sappers and Miners, and Indian engineering units had the opportunity of doing some field engineering on the grand scale. It would not be too much to say that the Sappers enjoyed themselves throughly. When a new breach was reported they almost welcomed it. This was the real thing for them. They ran ferry services over the flooded area, renewed parts of roads and built temporary detours in a remarkably short space of time. Rations and supplies had to be got through, the R.I.A.S.C. soon had a double shuffle taxi and goods carrying service running to each side of the breaks in the road.

One tank regiment was able to rescue a large number of civilians who had been marooned on high ground, and the Army was even able to find food from its own rations to assist with the feeding.

The countryman was much more cheerful when as the water began to subside he found that the damage to his crops had not been so great. Actually damage anywhere in the army area was surprisingly light, and everything was running well within a short space of time.

The British troops certainly saw more water than they had ever seen in their lives, and once the worst was over both British and Indians enjoyed themselves enthusiastically in what was a change from the normal routine, and for many units, not at all bad training.

BADGE FOR CIVILIAN BRAVERY.—This badge has been approved by His Majesty the King for issue to those granted civil commendations for brave conduct. The design is by Mr. Kruger Gray, A.R.C.A., F.S.A.

FIRST R.A.F. MOBILE CINEMA ON TOUR IN SOUTH INDIA

The first R.A.F. cinema on wheels in South India has just set out from Bangalore on a tour to entertain officers and airmen at stations where movies are an unknown luxury.

The projection room, built on the chassis of a lorry, houses a 35 m.m. projector, which is the same size as those used in ordinary cinemas. It is self-contained, with equipment including fuel storage cupboards, dynamo, rewinding machines, hand-microphone and a gramophone turn-table and amplifier for incidental music.

The projector is the gift of the Deputy Commissioner, Montgomery district, the Punjab, and is handled by a crew of two operators who also drive the lorry. Their itinerary covers both R.A.F. and I.A.F. units.

Before the mobile cinema started its tour a "command performance" was given in the open air before Lieut.-Genl. Sir Noel Beresford Peirse, K.B.E., C.B., D.S.O., General Officer Commanding-in-Chief, Southern Army, Air Commodore P. H. Mackworth, C.B.E., D.F.C., Air Officer Commanding South India, Major-General J. G. Bruce, D.S.O., M.C., area commander and other Distinguished Service guests.

FACTORS GOVERNING ALLIED ADVANCE

ALLIES GATHERING STRENGTH FOR NEXT HOP

By "STRATEGIST"

THE Germans have stated that their withdrawal to the Middle Dnieper has "on the whole come to an end."

Addition of the word "temporarily" would make the German statement perfectly credible. The autumn rains, which appear to have started in South Russia, will make active operations very difficult for a time; and it should be remembered that the Russians have advanced a great distance in a short time and will have to restore communications, especially railways. The work increases in direct proportion to the difficulty of weather conditions. Moreover, even when communications are good, the Red Army will need to bring up powerful forces with which to force the Dnieper decisively. It is clearly significant that some units have succeeded already in crossing to the west bank, but crossing in strength would need more material than the Russians are likely to have available as yet.

The Red Army may wait some time before striking decisively. They hold undisputed initiative and are proved experts at judging the right moment for a new operation.

London commentators, however, are content to await decisions of the Russian General Staff and are deeply interested in the choice of the Dnieper as a German defence line. It implies, they feel, that they must at all costs hold the Crimea for as long as possible even though their policy of ultimate deep retreat has not been changed. The Dnieper's chief advantage as a defence line is that it gives the wehrmacht a long barrier stretching south-east to Zaperozhe, an arm from which they can defend the line to Melitopol on the Sea of Azov.

The Germans need the Crimea for the following reasons:—

(*a*) *Military.*—Sebastopol in Russian hands would enable the Russian fleet to control closely the western shores of the Black Sea. The Crimean aerodromes would bring Eastern Balkan targets within easy reach of the Red Air Force.

(*b*) *Political.*—The weakest spot in Hitler's festung (excluding, of course, the roof) is Bulgaria. Russian capture of the Crimea is a possible stepping stone to Burgas and Varna and might cause dangerous repercussions among a population predominantly pro-Slav. Moreover, close approach of the Red Army to Rumania and Hungary would warn these satellites that it was now or never, if they were to escape the total war of Germany herself. The matter is summed up in London by stressing that the only way Hitler can keep his satellites is to hold the Russians at arm's length.

It is clear that the Crimea is vitally important to the Germans.

Regarding the Italian front, it may be emphasized that unless the Germans decide to withdraw leaving only weak rear-guards further speedy progress cannot reasonably be expected on either end of the Italian front. The Fifth Army has had some very stiff fighting in the past weeks and before it is likely to be in a position to undertake a further full-scale offensive activity against prepared positions (should this be necessary), its supply position needs to be consolidated. German demolitions in Naples have been as thorough as was expected and a long period must elapse before Naples is once again in full use as a port. As for the Eighth Army, its advance though not heavily opposed has been at a headlong rate and thus it too must take steps to ensure its supplies.

ALLIES ENTER NAPLES.—The first Allied troops to enter Naples on October 1 are warmly welcomed by the local population. (Picture received by radio from London.)

Moreover the Eighth Army, though strategically placed on a flank cannot be expected to play an important and —for the Germans—dangerous role which it could perform were it fighting on a level plain. The Appenines will present a formidable barrier and provide for the German left flank a covering support which it so badly needs.

On the other hand the landing at Termoli shows the danger to which the German right flank is constantly exposed.

"ETHYL" DANGEROUS FOR USE EXCEPT IN CARS!

The public are warned that it is dangerous to use petrol, ordinarily available in India, for cooking, lighting and cleaning purposes. This warning is necessary as all petrol ordinarily available for use as motor fuel will now contain lead. This petrol is popularly known as "Ethyl" and has hitherto been dyed a distinctive colour and all receptacles containing it have been specially marked: "Warning: This spirit contains lead and should be used as motor fuel only." Ethyl will now be generally issued for rationed consumption. It will be coloured red but otherwise issued with no other warning. Petrol should not, therefore, be used for dry cleaning or for removing stains from clothes, shoes, hats, etc., or in cooking stoves or as a solvent for the extraction of oil from seeds or in lamps in houses. Persons requiring supplies of unleaded petrol for domestic or industrial purposes or where the petrol itself will come into frequent contact with the skin of the operative or with any edible commodity, should apply to the nearest Petrol Rationing Authority. Supplies of unleaded petrol are very limited and only in cases of real necessity will issues be made.

MILITARY OPERATIONS NOT JUDGED BY SIZE

By LIEUTENANT-GENERAL SIR DOUGLAS BROWNRIGG

I know of no better example of the truth that the importance of a military operation cannot be judged by its size than in the comparison between the fighting now going on in Italy and Russia.

The exact figures are, of course, not available, but it has constantly been asserted that over 200 German and satellite divisions have taken part in operations in Russia whilst the highest figure I have seen mentioned in regard to the German strength in Italy has not amounted to more than 20. To some people figures mean nothing, to others they are the breath of life. It is to the latter class that I am in the main addressing this article.

Topography is the governing factor in a battle and this can seldom be assessed at anything like its true value from a map.

When Hitler's armies crossed the Russian frontier in June 1941, they were faced by the unending landscape of flatness interspersed with acres of dense forest crossed by numerous large streams and rivers. They rolled forward on a frontage of 1,400 miles. There were, of course, definite lines of rail and road communications to guide them on their way, but except for patches of forest and marsh, there was nothing to prevent movement over wide spaces. Every column was in lateral touch with every other, even so the German troops were not thick enough on the ground to prevent patriot bands being left behind to cause untold damage and destruction to the German lines of communication during the months to come. Over such an immense and open country even Hitler's 200 odd divisions were insufficient to cover all the ground.

Now turn to Italy. The long thin leg sticking out into the Mediterranean averages but 100 miles in width and has a coast line of about 1,000 miles. This thin peninsula consists in the main of two coastal strips carrying road and rail communications separated from each other by the Apennines with only occasional communication by infrequent lateral roads and railways crossing the mountains by well-defined passes. Quite obviously such a country does not require as many troops to delay an invader marching northwards as would be necessary against a westwards advance across the steppes of flat Russia.

Thus it is that 20 German divisions in Italy may act as an equally effective brake to movement as 10 times as many divisions in Russia.

But even when all this has been said there will be a feeling in some people's minds that 20 German divisions in Italy cannot hold up for very long the infinitely greater forces which Britain and America have in waiting to deploy. With complete supremacy at sea in the Mediterranean, surely we can land anywhere we now like. That might have an element of truth, were the Germans to remain with their eyes fixed to the south with the intention of standing to the last somewhere in the Italian peninsula. But I cannot believe this to be their intention. In my view the German strategy is designed to hold up Anglo-American armies sufficiently long to allow the autumn rain in Russia and the winter weather in the Alps a chance of hindering their foes and helping themselves.

The whole war in Europe is contracting and this will eventually result in the Germans being found everywhere on land in greater numbers. Fortunately for the United Nations and unfortunately for the Germans wars are no longer fought out entirely on the ground. Air power dominates the modern war and the German air power is on the wane whereas the Allied air power has not yet reached its peak. With airfields established in northern Italy, no German factory or arsenal will be out of effective day and night bombing range.

The long term view is most encouraging but the beaches at Salerno have given us some idea of what the cost may be. Time is one commodity which Naponeon said no man should ask of him in war, but even time can be bought too dearly. Opposed landings all over Europe would not hasten the end but would add very materially to the cost. By concentration of effort will the war be won, not by spectacular dispersion.

MEDITERRANEAN: FEEBLE GERMAN NAVAL STRENGTH

As a result of the disappearance of the Italian fleet from the scene of hostilities, the Germans will now have only U-boats, aircraft and light coastal forces with which to oppose the Allied sea power in the Mediterranean.

The number of U-boats available for operations in the Mediterranean depends on the battle of the Atlantic. If Admiral Doenitz decides to renew operations in the Atlantic on the same scale as early this year and meets with the same rate of casualties, there will not be many U-boats immediately available for the Mediterranean. At present, there are a few U-boats in this theatre and they have been remarkably inactive since the beginning of the year up to the capitulation of the Italian Government.

The last considerable campaign in which they took part was the attack on the Allied supply line after landings in French North Africa in November, 1942; when they suffered very heavy casualties—13 U-boats in seven days.

German U-boat crews do not like operating in the Mediterranean which they regard as considerably more dangerous than the Atlantic. Extensive air cover which the Allies will be able to provide for their shipping routes adds to the difficulties of operating in enclosed waters. German commanders and crews are neither trained for nor experienced in the especially dangerous Mediterranean conditions.

The probable bases for German U-boats in the Mediterranean are Toulon and Marseilles and those Italian ports which remain in German hands and naval bases on the Greek mainland. At present, few of these ports offer the same protection against air attacks as is provided in the Atlantic bases.

The Luftwaffe, augmented by captured Italian aircraft, presents the real danger to our shipping. Crete, aerodromes in the South of France and Pelopennese still remain valuable advanced bases for its operations.

On the other hand, the number of enemy aircraft available for operations against our shipping will depend on air activity over land fighting both in Italy and elsewhere.

As the Allies advance, they will not only deprive the enemy of more air bases but at the same time will accumulate air power on the European soil with which to protect their shipping.

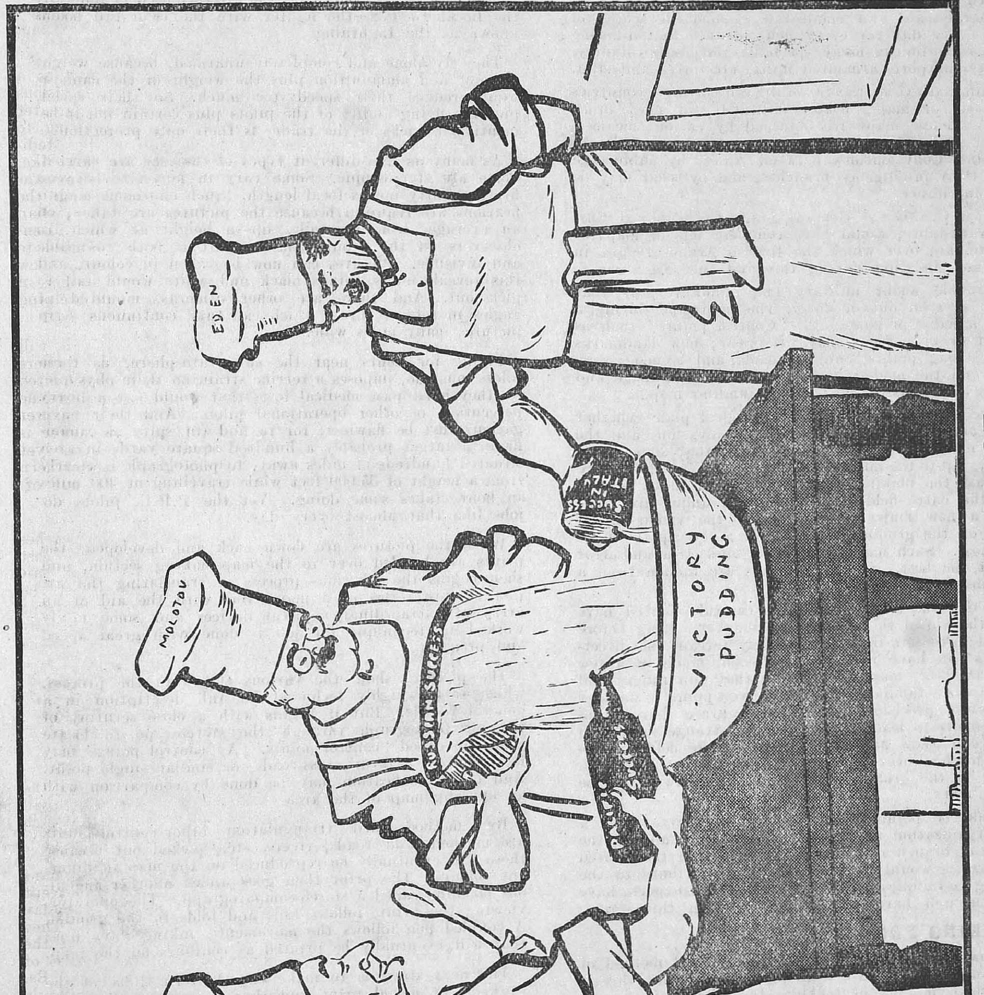
At the time of the surrender of Italy, the Germans had no surface naval forces in the Mediterranean except one or two small units taken over from the Yugoslav navy and a few M.T.B. flotillas brought overland. They will, therefore, depend on such smaller units of the Italian navy as they can seize intact. These consist of a few destroyers, torpedo E-boats, U-boats and M.T.Bs. It is not yet possible to estimate their numbers. While the M.T.Bs. and similar craft can be taken over as they stand, the manning and possible rearming of other units may present some difficulties.

The Germans have also secured three badly damaged larger Italian units—the battleship *Covour* and the two 8-inch cruisers, *Gorizia* and *Bolzano*. They have dockyards for repairing these vessels, but are likely to have difficulty in finding material and above all manpower before they can recommission them.

The Germans only have these forces, which are likely in any case to be inadequate in carrying out routine tasks, which were formerly performed mainly by the Italian navy, such as minesweeping, port protection, anti-submarine operations and provision of escorts for merchant shipping. Apart from U-boats and the Luftwaffe, they can offer no adequate defence against exercise in full of the Allied sea power with all that that entails, such as the power to carry and support troops and landings wherever they may be desired.

JAPAN'S GREATNESS

"Your Imperial greatness is based on two things," said the Premier of Japan to a portrait of the Mikado—"bamboo and bamboozle."



THE MOSCOW CONFERENCE

—*Specially drawn for the* MADRAS WAR REVIEW.

AN ARMY MARCHES ON MAPS

Carl Olsson tells for the first time something of the work of a Photographic Reconnaissance Unit. The P.R.U. pilot's job is one of the most dangerous and difficult in all operational flying, and also one of the most unhonoured.

NAPOLEON only uttered a half truth when he said that an army marches on its stomach. It marches, a modern army especially, on maps: on thousands of maps, large-scale and small-scale, issued in scores of editions every day for every new advance and differing each by each for as many specialist purposes—infantry, artillery, transport, armoured units, air forces and staff.

To a limited extent the General Staffs of most countries possess sets of maps, usable militarily, of most other countries. These maps are obtained by various means—by direct making, by exchange arising out of what are called Staff Conversations between Allies, by subterfuge through their intelligence branches, and by what may be called inheritance.

Our own G.S.(G.S.)—General Staff (Geographical Survey)—for instance, would have complete sets of maps of all the terrain over which the British Armies fought in France and Belgium during this and the last war.

The trouble about military maps, however, is that they are so soon out of date. The landscape during a war has a habit of changing. 'Control points' such as a church or cross-roads may disappear; new landmarks such as strong points, sunken roads, and trenches may appear; and the modern military arts of camouflage and deception add delusive touches to a familiar map.

The success of a tactical and strategical plan—whether it is a Commando raid or a full-scale invasion—and the lives of many men, the course of battles, depend on accurate, up-to-the-minute maps. Even in the very recent past the making of new maps had to be carried out on the battle-field itself and often under fire. The area of a new map was limited by the vision of an observer on the ground—a matter of a few square miles at the most. Such maps were hit-or-miss, trial-and-error affairs at the best. So many things are hidden from a ground observer.

But to-day the airplane and the capital scientist have come to the aid of the military map-maker. Long before an armed force sets foot on an enemy terrain the directing Staffs can have in their possession, made in a few hours if need be, maps so accurate that gun ranges and bearings can be tabulated from any given point to another with absolute precision . . . so accurate that an infantry subaltern leading men up a strange beach in darkness can know how many steps to take before opposition or hidden cover . . . so accurate that the depth of a fold in the ground hundreds of miles away can be given *in inches*.

It should be pointed out that we, of course, have a similar organization in the R.A.F.'s P.R.Us. and in the map-making branches of our Forces, and that the United States Armies would be the first to pay tribute to the pioneering techniques which our airmen and experts have evolved through hard-bought experience in this war.

MAP-MAKING FROM AIR

And now for a brief outline of the general method of map-making from the air, bearing in mind that this is the American method of tackling the subject.

Let us assume that an artillery Staff Officer requires a map of the area St. Omer-Hazebrouck-Auchy-Bethune (or any other, for that matter) and has asked for it from the Engineers branch. They, in turn (if it is not already in their files) ask the United States Air Force's P.R.U. to bring them back pictures from the area.

These P.R.Us., like ours, carry out one of the most dangerous and difficult tasks in all operational flying. In the case of the Americans the aircraft used is generally the Lockheed P38—the fighter with the twin tail booms known as the Lightning.

They fly alone and completely unarmed, because weight of guns and ammunition plus the weight of the cameras would reduce their speed too much. So their speed, plus the flying ability of the pilots plus certain not-to-be-mentioned tricks of the trade, is their only protection.

As many as five different types of cameras are carried. Some are stereoscopic. Some vary in lens size between five and forty inches focal length. Such enormous magnifications are required because the pictures are taken, on an average, from six miles up—a height at which, to observers on the ground the aircraft is both inaudible and invisible. Pictures can now be taken in colour, and this reveals many things black and white would fail to pick out. And there are other cameras, mounted at angles in sets of three, which can take continuous strip pictures many miles wide.

Flying for hours near the sub-stratosphere, as these pilots must do, imposes a terrific strain on their physique. So they must pass medical tests that would bar a heavy percentage of other operational pilots. And their navigation must be flawless; for to find (in spite of camouflage) a target probably a hundred square yards in area situated hundreds of miles away, to photograph it clearly from a height of 35,000 feet while travelling at 400 miles an hour, takes some doing. Yet the P.R.U. pilots do jobs like that almost every day.

When the pictures are flown back and developed, the prints are handed over to the map-making section, and then begins the laborious process of translating the air picture into terms of a map. But with the aid of an array of extraordinary optical devices and some newly worked-out technique the job is done with great speed and precision.

The pictures show the various stages in the process, which is too highly technical for full description in a general article. But it begins with a close scrutiny of the air photograph through the stereoscope to locate what are called 'control points.' A 'control point' may be a church, a farm, cross-roads, or similar single point. And the identification may be done by comparison with an existing map of the area.

By a method called 'triangulation' other control points are marked, and roads, rivers, etc., picked out because these will eventually be reproduced on the map in different colours. The print then goes under another ingenious machine called a stereo-comparograph. The operator, viewing the print, follows hills and folds in the ground. A coupled pen follows the movements, inking wavy lines that will eventually be printed as contours on the map.

The next stage is to make tiny lantern slides of the worked-over aerial print and then to project the slides stereoscopically on to a blank map form. On this form a rough tracing is made from the projected image. A draughtsman then fills in final details, and that form is then ready to be printed off. So our artillery Staff Officer gets his map and as many as he requires. So have all the 'Second Front' maps been prepared, ready for issue to the first troops ashore.

"GROW MORE FISH"!

How paddy cultivators can earn a second income from fish culture in paddy fields is shown in an article in the l st issue of *Indian Farming*. If the rice and jute acreage in Bengal is used for growing fish simultaneously with these crops, it is estimated that the farmers would gain an additional income of Rs. 5 crores. At the present time the additional supplies of fish would help to meet the food shortage.

On account of warmth and richness of planktonic life, the growth of fish in shallow-water fisheries is rapid, and within a few months, they attain a size of a foot to 18 inches which normally would require two years to attain in an average perennial tank.

As the fish move about in the paddy fields, the plants are shaken and some of the injurious insects drop to the surface of the water and are devoured. The movements also help to increase tillering action whereby the mud and weeds are loosened. By feeding on soft weeds, fish help the growth of paddy plants, while their excreta serve as good manure.

The culture of fish along with paddy is extensively practised in Japan, where fry is distributed free for this purpose. In British Guiana steps are to be taken for the culture of fish with plant crops. In India, it is urged, the idea would be useful not only in increasing rural incomes but in adding materially to the food supply.

TURKEY: FUTURE ROLE IN BALKANS

By LEONARD KIRSCHEN

IT cannot truly be said that the Italian capitulation reached Ankara totally unexpected, although I must admit that it carried a certain element of surprise. What is now the Turkish reaction?

In the first place, the year 1943, marks the end of all Italian expansion dreams. If Imperial Italy came to an end on May 15, after the Allies successful conclusion of the North African campaign, Italy has ceased to be a factor in the eastern Mediterranean on September 8.

Events are now moving with lightning rapidity and reaction to individual events are more often than not surpassed by subsequent events. I do not, therefore, propose to recapitulate the series of speculations, in which the Turkish Press has again indulged and which are now extremely familiar to us, speculations which deal mainly with the future; but I will try to resume in a few words the impression proper it has made on Turkey.

Italy has always been considered one of Turkey's main enemies and a potential danger to this country since 1911. Every discomfiture that Italy has suffered has always been received here with some degree of satisfaction. To the man in the street, this satisfaction was always unbounded and he has never failed to express it on all occasions. The same has been the case now.

The Turkish Government has now good reasons to be satisfied also. Ever since the conclusion of the last war, the Dodecanese islands were taken care of by the Italians. The Italians had promised to evacuate these islands as soon as possible but they never complied with this. This only helped to put more fuel on the fire and Turkish-Italian relations could never become really normal. But it is not the political aspect of the matter that was so important; it was the military aspect which always weighed heavily in the decisions of the Turkish staff.

THORN IN TURKEY'S FLANK

Long before the Turks were allowed to fortify the Straits, they fortified the south coast facing the Dodecanese. This zone was practically always a military zone. It had cost the Turks much money and continued to cost them a good deal more throughout two decades. Men had to be kept there and fed and constant improvements had to be made to the fortifications.

Thus, for 20 years, the Dodecanese was a thorn in Turkey's flesh. Now Turkey's security has been increased and the Dodecanese islands have definitely been incorporated into the Balkan zone of security. I know, this is looking into the future, but it is not likely that Italy will be allowed to retain these islands.

Another important reaction, as expressed both by Falih Rifki Atay, the Editor, and Ahmed Shukru Esmer, the Foreign Editor, in the Government's semi-official newspaper, *Ulus*, is that by Italy's capitulation, the United Nations have made one definite step forwards towards final victory.

Turkish opinion believes that Italy will serve, when occupied, as a springboard for important Balkan actions. One of the unanimously expressed opinions of all Turks is that Albania will probably be the next invasion target. This, however, is speculation. But by careful elimination of all possibilities, we must come to the conclusion that there are three probabilities. One is being fulfilled and that is Italy, the second is an invasion of the Balkans, and the third an invasion of France from quite a number of directions and towards an equally large number of possible invasion points. As the months pass and winter approaches, there is only the Mediterranean.

Turkey has the prospect set in front of her, of becoming one of the first countries from which war will recede. The latest developments have fulfilled with lightning rapidity all strategical plans. The Mediterranean will be the first region to be entirely cleared of Nazis. So there can be no doubt that the Turks are to-day rejoicing.

TURKISH FOREIGN POLICY

Seeing how events have turned recently, it now looks that we may safely assume that Turkey has nothing more to seek in this war and that the whole of Turkish foreign policy will now be devoted towards securing those advantages to which Turkey believes that she is entitled as an ally of Great Britain and a neutral country that has been able to withstand Nazi pressure in difficult times.

The latest events in the Balkans have led to a certain revision of Turkish policy towards the Balkan States. This much transpires after a private meeting of the parliamentary group of the People's Republican Party, when Turkey's Foreign Minister Numan Menemendjoglu reviewed the international situation. It is interesting to examine one by one the situation in all Balkan countries and Hungary, in order to find out why this change has come about.

HUNGARY'S FUTURE

Let's begin with Hungary. There has been a tendency in Turkey during the last few months to "nurse" Hungary through to peace. That was before Italy fell. Now Italy has fallen, it looks as if Hungary will hitch her future to the Italian waggon and seek a direct means of getting out of the war. Geographical difficulties are in the way of direct help to Hungary against the Nazis from Turkey, but from an occupied Italy the position changes.

Then there is Rumania. Here Turkey wanted to do a good deal but the Rumanian situation is so terribly complicated and the Rumanians have got themselves into such a mess that it is difficult to see who is going to help them. Here again, geographical conditions have shown clearly that Turkey cannot do anything. Rumania must be allowed to "cook in her own juice."

Bulgaria as an independent factor has ceased to exist, after the death of King Boris. Whilst Boris was still living, he acted as regulator of Bulgarian affairs. The fact that he had been unwilling to give way to Hitler just before his death is proof that Bulgaria with Boris might have eventually been a factor of Balkan co-operation. But after his death, there is nobody to control Bulgaria but the Germans through the new puppet regency council. Bulgaria has, therefore, no political value but just plain nuisance value.

It will still be some time before Yugoslavia and Greece are freed. But the Governments of Yugoslavia and Greece have been in existence and in close touch with the Turkish Government. It is now clear that Yugoslavia and Greece are the countries of the future in the Balkans and any contemplated future Balkan federation or system of alliances will have to be based on this reality. The only sound Balkan policy for Turkey in the future is co-operation with these countries. Right from to-day all other speculations will prove unfruitful because from now on it is the weight of arms that will decide the fate of those countries which have endangered the Balkan security system.

It looks, therefore, as if Turkey will now mark time. This does not by any means indicate that Turkey has given up her intentions of playing a role in the Balkan countries' future. Turkey's policy is based on her effort to look to the West rather than to the East, and in so doing, the Balkans come in the first line.

What I have called a revision of policy is, therefore, really a pause. It now largely depends on future developments to dictate what course Turkey must follow. Owing to the capitulation of Italy, the political uncertainty in the Balkans is great and here in Ankara one is not expecting pointers from any of the Balkan countries but rather from the various war fronts which alone are the decisive factors. War has come to the Balkans at last and it is now for political to follow military events, as is the case on other sectors of this global war.

OUR AIM

"Our aim is to fight for the equality and liberty of the Chinese people, to restore our territorial sovereignty and ultimately to stabilize world peace. There are now in the world only aggression and anti-aggression blocs. Only the latter has in prospect the certainty of final victory. The whole world knows this. Japan tries to cover up its pessimism about the future because it is troubled by Italy's surrender, by the crushing defeat delivered to the Nazis by the Soviet troops and by other reverses. Japan should immediately withdraw from China, give up all the territories which she has occupied in the Pacific and surrender unconditionally to the United Nations. For the Japanese there can be no other way out."

—CHANG TAO FAN, *Chinese Republic's Minister of Information.*

AWAITING "RETURN JOURNEY" TO WESTERN EUROPE

BRITISH NAVY AFTER FOUR YEARS OF WAR

By A. J. McWHINNIE, *Naval Correspondent of the London* "Daily Herald."

I would hate to be a German naval correspondent at this moment. I would hate to be carrying out orders to put over a powerful piece about four years of the fiercest sea war in history and try to prove that the orthodox German naval strategy is anything else but failing.

I would talk of course about U-boats. I would have to. The German mind when thinking of the navy thinks not of battleships but of submarines. I would be able to tell some stirring stories of U-boat successes earlier in the war, but at the back of my mind there would be the ugly fact that U-boat triumphs are dwindling and U-boat losses rising.

It would be little use saying how much shipping the U-boats have sunk without attracting attention to the fact that despite these great losses the Allies can still muster nearly 3,000 ships per single operation. That is what we had at Sicily—nearly 3,000 ships.

BAD DAYS FOR U-BOATS

And I know that August has most probably been another bad month at sea for Germany: Berlin has had its worst month in trying to put out big claims. Their U-boat claims for August are lower than for any previous month of the whole four years of war. Even they can claim only 15 ships sunk by U-boats during the month. No, it looks as if we have got the U-boat menace under control, and our job now is to keep it under control.

Of course, the German naval correspondent could boast that Britain has lost 58 submarines since war began. That is true, we have lost 58, but the Germans lately were losing their submarines at the rate of 30 for a single month.

STILL LURKING

It is difficult for the Germans to say much about surface ships. Their small but powerful fleet still lurks in Norwegian fjords. They used to say that those ships were pinning down the British Home Fleet. No, it is difficult to make that lie sound convincing. There are now on any day more than 2,000 British freighters at sea and something approaching 1,000 warships.

The German correspondent would talk about the losses among those warships. Well, these have been our naval losses since the day war started. We have lost 5 capital ships; 7 aircraft-carriers, 25 cruisers; 14 armed merchant cruisers; 102 destroyers and 58 submarines. Our navy has paid a high toll for keeping the seas for our ships and at the same time denying the use of the seas to our enemies, but in all these classes our losses have been replaced and even exceeded by new building.

A LITTLE-SHIP WAR

It has been mainly a little-ship war, but it is because we have big ships that the German battleships have been sticking for so long to their fjords. The raider *Graf Spee* thought she could get away with it, and our cruisers sank her. The German battleship *Bismarck* thought she could get away with it and we sank her though Hitler boasted that she was unsinkable. That seemed to shake the German Admirals—they have been very cautious since then. They have not tried any bold moves out on the oceans with their big ships.

In the Mediterranean we scored a triumph in the battle of Matapan that shook the Italian Admirals. The Italian fleet never stirred out after that and it became again a little-ship war.

LOOKING FORWARD

These are the kind of thoughts that come to your mind when you look back on four years of war at sea, but what we are doing now is looking forward. For myself I am looking forward to the chance of crossing with the Royal Navy the narrow waters which separate Britain from Hitler's Europe.

I watched the little ships in 1940 bring home our defeated army from Dunkirk. I want to make the return journey. I have lost the hopes I once had earlier in the war of getting a frontline view of a big naval battle—battleships versus battleships. These hopes are dwindling. The Axis in Europe no longer show signs of challenging the command of the sea by our battle fleet. It is possible of course that they might come out. All I say is that the chances of their coming out have been dwindling.

—Condensed from a recent B.B.C. talk.

GLIDERS AS TROOP TRANSPORTS

By AN AIR CORRESPONDENT

RECENT use of gliders by the Allied forces to land troops and supplies has re-focussed attention on this form of aircraft and its possibilities.

The large war-gliders of the present fulfil a double function:—

(i) Assault—to land troops and supplies behind enemy lines under cover of darkness or of absolute air superiority by day.

(ii) Transport to the front lines—to increase the available capacity of air transport for men and munitions.

The glider is not an independent form of transportation. It depends entirely on other aircraft to provide it with motive power. Thus, its use is limited to the number of powered aircraft available to act as tugs. Further, it can be operated only under cover of air superiority. Within these general limitations the glider has certain advantages when used in conjunction with normal transport machines.

MANY ADVANTAGES

The glider is cheap and easy to build and can, therefore, be considered as expendable. It can be put down in small fields where no fixed wing aircraft can alight. It makes possible an approximate doubling of the load capacity of a transport plane at some sacrifice in speed and range.

On the other hand, the glider has a number of disadvantages which may lead to its eclipse as more transport machines become available. For instance, it demands an air tug of relatively high horse-power and moderate wing loading. An extra flight crew is needed. Gliders are difficult and even dangerous to fly on long hauls or in bad weather.

The present tendency is to attach engines to the gliders. First the enemy fitted six motors totalling 4,800 h.p. to the great Messerschmitt Me-321 "Gigant" glider. In its powered form it was renumbered Me-323 and was used as an underpowered, and hence slow but expendable, transport machine. This conversion was followed by that of the Gotha Go-242 twin-boom glider which is now flying as the Go-244 equipped with two radial motors totalling 1,600 h.p.

INCREASED LOAD CAPACITY

The reason for these conversions is that a glider must be considered purely as additional capacity, drag and wing-area added on to any given machine which acts as a tug. In effect it gives an increase in load capacity at a sacrifice in all-round performance and at an increase in crew. By adding engines the glider wins its independence and becomes a transport free to operate on its own, although its performance must remain low. Therefore, when sufficient numbers of transport aircraft are available to meet all normal requirements, there seems little doubt that such aircraft will be tactically preferable to gliders and more reliable and economic to operate.

SAFETY FIRST!

An Italian despatch rider returned to his base and reported to his C.O.:

"Please, a British soldier stopped me on the road, searched me, took all my papers, then walked away".

"What!" yelled the Italian officer, "you let him search you? You had a revolver, hadn't you?"

"Oh, yes," said the despatch rider with a cunning smile, "but he didn't find that. I hid it in my cap".

WAR DIARY

BRITAIN AND GERMANY

14TH OCT.—British bombers raided west and central Germany.

It is reported that Hitler addressed his party on 6th October. He has sent Rommel to Yugoslavia. Rommel and Hitler discussed the war situation earlier. It is stated that Mussolini met Rommel.

15TH OCT.—American bombers raided Schweinfurt.

His Majesty the King received in audience Air Officer Commander-in-chief, Middle East, Air Chief Marshal Sir Sholto Douglas.

Three German aircraft were destroyed in Britain when they raided the country.

16TH OCT.—There was a naval engagement between fast British motor torpedo-boats and German coastal patrol craft off Hague.

17TH OCT.—German planes bombed areas in south-east England, Home Counties and London.

18TH OCT.—Objectives in Berlin and west Germany were bombed. There was a short alert in London.

19TH OCT.—Berlin and Hanover were bombed by the Royal Air Force.

German planes raided parts in East Anglia and southern England.

Mr. Churchill questioned in the Commons regarding the United States Senators' charges against Britain, said that he was not prepared to enter into wordy warfare.

Field Marshal Smuts surveyed the vast panorama of the world war at Guildhall.

Hitler addressed his service chiefs.

20TH OCT.—Targets in western Germany were attacked by United States bombers.

Three enemy bombers raided areas in south coast of England, Home Counties and London.

* * * * *

UNITED STATES OF AMERICA AND ATLANTIC

14TH OCT.—The reports of the five Senators who toured all the theatres of war will be considered by the Senate Appropriations Committee on 15th October 1943.

Mr. Henry Wallace, United States Vice-President, told the Senate Military Affairs Committee "From our laboratories, both Government and private, is coming a flood of discoveries. When the veil of secrecy imposed by war is lifted our people will stand amazed at the array of inventions. A new world is being fashioned."

15TH OCT.—Mr. Wendell Willkie called for a peace organization on a world basis.

16TH OCT.—President Roosevelt referred to the possibility that he may not be guiding the United States as President in the post-war period.

The Chief of the American War Production Board, Mr. Donald Nelson interviewed M. Stalin last night.

17TH OCT.—The former United States Under-Secretary of State, Mr. Sumner Welles, called for an agreement between the United States, Britain, Russia and China to co-operate within the framework of the Atlantic Charter after the war. A report issued by the Senate Naval Committee said the crisis with U-boat campaign was approaching a show down.

19TH OCT.—President Roosevelt lunched with Senator Russel, Chairman of the Committee of Five "World Tour" Senators.

* * * * *

INDIA, BURMA AND CEYLON

14TH OCT.—His Excellency Lord Linlithgow addressed the Chamber of Princes.

Railway station at Monywa, Pakkoku and Kalymeo were bombed by the Royal Air Force bombers. Tenth United States Liberators attacked Rangoon, Prome, etc.

Mr. Churchill made a statement in the Commons about the possibility of a debate on the Indian Food situation. Mr. Amery answered some questions on the subject.

15TH OCT.—Lord Louis Mountbatten appointed Lieutenant-General Sir Henry Pownall as Chief of staff and Major-General A. C. Wedemeyer of the United States Army to be his Deputy.

Japanese repatriation ship *Teiamaru* arrived at Marmagoa with over 1,600 American nationals.

16TH OCT.—Mr. Ananthan Nayar, Second Lieutenant, Third Madras Regimental Centre, South India, was awarded M.B.E.

Kalemyo, Taungup, Naba, Shawmaw and other places in Burma were attacked by Allied bombers.

17TH OCT.—His Excellency the Viceroy-Designate and Viscountess Wavell arrived in India.

18TH OCT.—His Excellency Lord Wavell reached New Delhi.

Lady Linlithgow has given rupees one lakh for the education of the daughters of Indian Army men killed in action.

19TH OCT.—Their Excellencies Lord and Lady Linlithgow left Delhi.

20TH OCT.—Viscount Wavell was sworn in as Viceroy this morning.

Intimation has been received that His Excellency Marquess of Linlithgow left India.

Japanese bombers attempted to raid Chittagong.

The Australian Cabinet have decided to appoint a High Commissioner to India.

* * * * *

ITALY, AFRICA AND THE MEDITERRANEAN

14TH OCT.—German Volturno line was breached. The Fifth Army launched one of the heaviest offensive of the Italian campaign. Gildoni and Guardia were captured.

American bombers attacked German forces in Albania. Tirana was bombed.

Bitter fighting continued in Yugoslavia between patriots and German troops.

15TH OCT.—Vinchiaturo, Sataelian, Monaciliani, Casacalenda and Toro Oro were captured. Volturno was heavily attacked. Terni was raided.

16TH OCT.—German troops withdrew to mountains from Rome-Toggia highway. Six more towns, namely Campobasso, Cerreto Sanita, Caiazzo, etc., were captured by the Allies.

17TH OCT.—The British-American pincer movement forced the enemy back from a majority of his positions along the Volturno river. General Alexander's Army captured San Griliano, Cerepiccole, Mat-rice and Campoleito. Important contingents of the Fifth Army landed at the estuary of Volturno.

18TH OCT.—Allies captured Cancello-Arnone, Merrone, Ruviano and Monticlifone. The drive towards Rome was maintained. Isservia was directly threatened.

It is reported that great unrest prevails in north Italy.

Mussolini has been admitted in a nursing home for treatment of an arm badly hurt.

19TH OCT.—Nine more towns, Vontelatone, Alvignano, Siberi, Gioia, Faichio, Brezza, etc., were captured. Eighth Army battled 10 miles down the Rome road.

Count Grandi fled to Portugal.

20TH OCT.—Allies captured Pignatoro, Roccaromans and Dragoni. German attempt to hold the Allies south of Brenner has collapsed.

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RUSSIA AND FINLAND

14TH OCT.—German's winter lines at four key points along 1,000-mile front were blasted to pieces. Zaporozhe was captured.

15TH OCT.—Outer defences of Kiev fell. Fighting of unsurpassed ferocity took place around Kiev.

16TH OCT.—Defence of Kiev cracked. Struggle for air-mastery raged across the Dnieper. Hitler has ordered his seven divisions in the Crimea to hold out at all costs.

17TH OCT.—Full-scale battles developed on the Dnieper. House to house and street to street fight went on at Melitopol.

18TH OCT.—Two major breaches of the Dnieper line were made by the Russian forces.

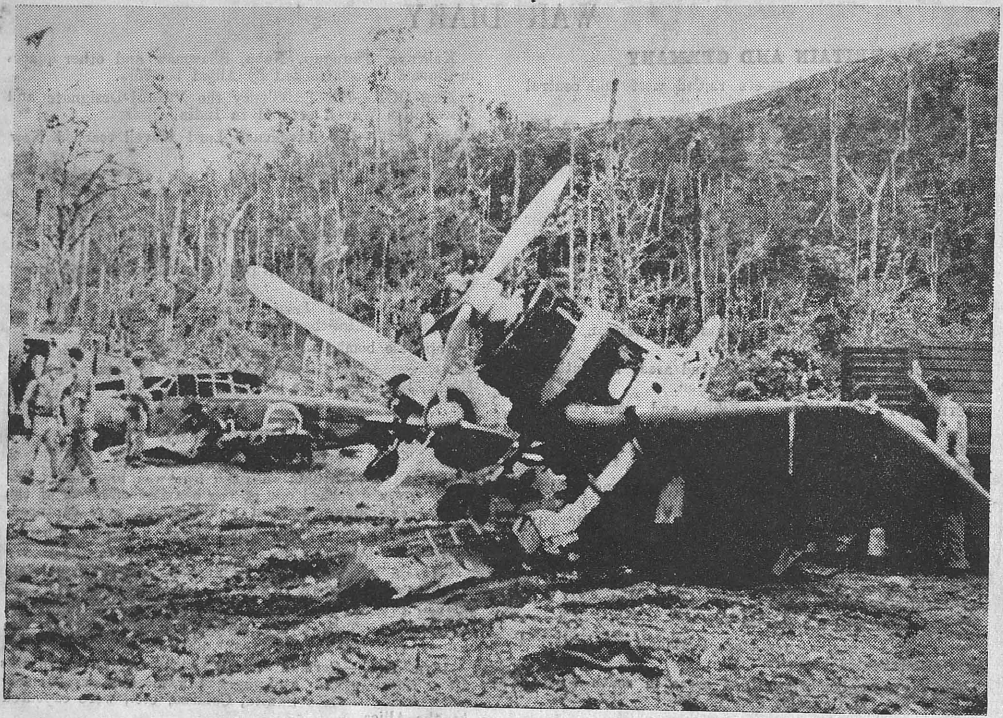
Mr. Anthony Eden and Mr. Cordell Hull arrived at Moscow.

19TH OCT.—Russians captured Petikatka. Germans retreated 12 miles north-west of Dnepropetrovsk. Battle for Melitopol reached its climax.

The Three-Power Conference between Britain, United States and Russia began.

A third agreement for the provision of supplies to the Soviet Union was signed in London between United Kingdom, Canada, United States and Russia.

20TH OCT.—German situation at Kiev was very critical. Russians reached the outskirts of the city. Nazis in Gomel were encircled.



AMERICANS EXAMINE WRECKED JAPANESE PLANES ON MUNDA.—Americans who helped to take Munda airfield on New Georgia Island examine wrecked Japanese fighter planes and bombers. Many enemy planes were blasted on the ground by the constant American land, sea and air bombardment which preceded the capture of the strategic South Pacific Base. Capitulation of Munda to United States forces was announced on August 6.

VICHY, FREE FRANCE AND OCCUPIED COUNTRIES

14TH OCT.—Bulgarian Foreign Minister M. Sava Kiroff resigned.

The new German Supreme Commander in the Balkans Field Marshal Von Weichs has set up his new headquarters at Belgrade.

16TH OCT.—Generals Giraud and de Gualle arrived at Gibraltar on their way to London.

17TH OCT.—Yugoslav patriots were active in destroying enemy industrial centres.

18TH OCT.—Germany sent fresh forces to Balkans.

20TH OCT.—French Guerillas were active in the Savoy mountains.

Yugoslav patriots captured Novo Voros and Bilece.

Royal Air Force planes attacked shipping off the Dutch coast.

* * * * *

NEUTRAL COUNTRIES

14TH OCT.—The Spanish division fighting against the Soviets was withdrawn.

16TH OCT.—The Pope received the German envoy in private audience.

Arab Federation talks were resumed in Alexandria between Saudi, Arabian envoy and the Egyptian Premier Nahas Pasha.

* * * * *

THE FAR EAST

14TH OCT.—Rabaul was heavily bombed yesterday. About 200 Japanese planes and 120 ships were destroyed. Bouginville and Madang were bombed.

Admiral William Hasley, Commander of the United States Naval Forces in the Pacific, stated that the Allies completely dominated Solomons islands of Kolambangara and Vella Lavella.

Chinese forces were engaged in pitched battles against the Japanese in the suburbs of Siaofeng. Japs intensified their triple thrust against Chinese positions on the eastern end of Burma Road.

Dr. Evatt said that Britain and United States have promised to send more planes for Australia.

15TH OCT.—Prime Minister Mr. Curtin said that unless Australian States grant additional powers to the Commonwealth Government for post-war reconstruction a referendum will be held.

17TH OCT.—American troops occupied Gizo in the Solomons. Allied forces made further headway in the drive for Madang in New Guinea. The enemy lost 92 planes.

Japanese forces on the Salween river front in western Hunan were pushed northward. Fighting continued in the suburbs of Siaofeng.

18TH OCT.—Fighting in western Yunnan Province intensified. In Eastern China front, the Chinese took the initiative and captured two places.

19TH OCT.—The Minister of Economic Warfare, Lord Selborne declared that month by month the Allied navies are getting a strangle-hold on Japan.

The Japanese attempt to land in Finschafen was frustrated.

20TH OCT.—Sixty Jap planes were destroyed in a raid on Rabaul.

'V' DIARY, 1944

(Will be ready in October)

As the prices of the various bindings have been increased by 4 annas by the Darbar and as the postage for a single copy has been reduced by 3 pies, the rates have been revised as follows :—

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